

AC 4486(2) MANCHESTER
LIBRARY

HEALTH
A 16 MAY 52
P.R.



PORT OF MANCHESTER

ANNUAL REPORT

OF THE

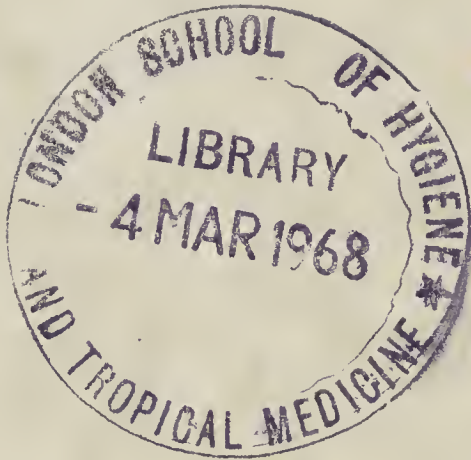
Medical Officer of Health

TO THE

PORT HEALTH AUTHORITY

1951

67156





PORT OF MANCHESTER

ANNUAL REPORT


OF THE

Medical Officer of Health

TO THE

PORT HEALTH AUTHORITY

1951



Digitized by the Internet Archive
in 2017 with funding from
Wellcome Library

<https://archive.org/details/b2978637x>

Members of the Port Health Authority

The membership of the Authority for the year was as follows :—

Alderman Sir THOMAS ROBINSON, Kt., K.B.E., J.P.

(*Chairman*)

Borough of Stretford.

Alderman W. SOMERVILLE, J.P. succeeded in October by Councillor J. BOWES Alderman T. M. LARRAD Councillor B. S. LANGTON Councillor J. McGRATH	}	Manchester.
Alderman W. W. CRABTREE (<i>Deputy Chairman</i>) Alderman J. BRETNALL Councillor C. BROOKES Councillor J. HALL	}	Salford.
Alderman A. A. J. TRIPPIER	{	Borough of Eccles. Irlam U.D. Urmston U.D.
Councillor E. C. BROOKER, J.P.	{	Lymm U.D. Runcorn U.D. Runcorn R.D. Bucklow R.D.
Alderman D. PLINSTON		Warrington C.B. and R.D.
Councillor J. LONGTON, M.M.	{	Borough of Widnes. Borough of Bebington. Ellesmere Port U.D.

OFFICIALS OF THE AUTHORITY :

Clerk to the Authority :

J. B. D. HAYNES, Solicitor, Bexley Square, Salford, 3.
Telephone : BLAckfriars 9214.

Medical Officer of Health :

E. H. WALKER, M.B., D.P.H.
Telephones : Office, TRAfford Park 1714 ; Residence, LONgford 1700.
Telegrams : "Portelth" Manchester.

Deputy Medical Officer of Health :

V. NEWTON, M.R.C.S., D.P.H.
Telephones : BLAckfriars 7852 ; Residence, ECCles 1597.

Food Inspectors :

W. H. Jennings, (1), (2).
T. Borrowes, (1), (2).

Sanitary Inspectors :

G. E. Stanley, (1), (2), (3).
N. M. Sampson, (1).
R. Egan, (1), (2).

Medical Officer's Clerks :

T. A. Buckley, (1).
J. C. Hilton.

Motor Boat Engineer : R. C. Ashton.

Rodent Operative : V. Kendal.

-
- (1) Certified Sanitary Inspector.
 - (2) Certified Meat and Food Inspector.
 - (3) Master Mariner.

Offices :—

168 Trafford Road, Salford 5 (Telephone : TRAfford Park 1714).
14 Victoria Road, Runcorn (Telephone : Runcorn 2919).

I.—AMOUNT OF SHIPPING ENTERING THE PORT DURING THE YEAR (1951)
TABLE A.

	NUMBER	TONNAGE	NUMBER INSPECTED		Number reported to be defective	Number of vessels on which defects were remedied	Number of vessels on which defects were reported to Ministry of Transport Surveyors	Number of vessels reported as having, or having had, during the voyage infectious disease on board
Foreign	Steamers ...	1,972,406	254*	1,339	512	266	—	14
	Motor ...	1,698,183	—	—	—	—	—	—
	Sailing ...	—	—	—	—	—	—	—
	Fishing ...	—	—	—	—	—	—	—
	Total Foreign ...	3,670,589	254*	1,339	512	266	—	14
Coastwise	Steamers ...	396,268	—	452	166	95	—	1
	Motor ...	401,220	—	—	—	—	—	—
	Sailing ...	—	—	—	—	—	—	—
	Fishing ...	—	—	—	—	—	—	—
	Total Coastwise ...	797,488	—	452	166	95	—	1
Total Foreign and Coastwise ...		4,468,077	254*	1,791	678	361	—	15

All figures in respect of the number and tonnage of arrivals were compiled from returns supplied by H.M. Collector of Customs.
* Including two vessels boarded by Port Medical Officer, Manchester.

II.—CHARACTER OF TRADE OF THE PORT.

TABLE B.

(A) Passenger Traffic during 1951 :

Inwards 778 ; Outwards 962.

(Class of Passenger not recorded).

(B) Cargo Traffic—

Principal Imports :

Beer and Porter, Chemicals, Clay, Coal and Coke, Copper, Cotton, Cottonseed, Linseed &c., Flour, Meal &c., Foodstuffs, Fruit, General Cargo, Grain, Iron, Crude Oil, Paper, Cotton Waste, Sand and Gravel, Spelter, Pig Lead &c., Starch, Farina &c., Stone &c., Sulphur, Tea, Timber, Woodpulp and Wool.

Principal Exports :

Chemicals, Coal, Flour, Meal &c., Foodstuffs, General Cargo, Iron, Machinery, Motor Spirit, Oil, Paper, Cotton Waste &c., Pitch, Salt, Textiles and Woollen Goods.

Total Traffic, 1951 : 10,822,849 tons.

Total Traffic, 1950 : 9,747,962 tons.

(C) Foreign Ports from which Vessels arrive :

Algeria	...	...	...	...	Bona, Algiers, Oran, Philippeville and Benisaf.
Antarctic	...	...	...	...	Whaling grounds.
Argentina	...	...	...	...	Buenos Aires, Rosario and Bahia Blanca.
Australia	...	...	...	...	Melbourne, Port Pirie, Port Adelaide, Sydney, Fremantle and Brisbane.
Belgium	...	...	...	...	Antwerp, Ghent and Terneuzen.
Brazil	...	...	...	...	Rio de Janeiro, Santos, Porto Alegre and Rio Grande.
Canada	...	...	...	...	Botwoodville, Halifax, Montreal, Quebec, Three Rivers, St. John, Sydney, C.B., Cornerbrook, Vancouver, Clarke City and Wabana.
Ceylon	...	...	...	...	Colombo.
Cyprus	...	...	...	...	Famagusta.
Denmark	...	...	...	...	Aalborg, Copenhagen, Esbjerg, Frederikshaven and Odense.
East Africa	...	...	...	...	Beira, Lourenco Marques and Mombasa.
Egypt	...	...	...	...	Alexandria, Port Said, Suez and Port Sudan.
Finland	...	...	...	...	Helsingfors, Kotka, Mantyluoto, Raumo, Lovisa, Abo, Yxpila, Hango and Kemi.
France	...	...	...	...	Bordeaux, Dunkirk, Lorient, Paris, Rouen, Treport and Le Havre.
Germany	...	...	...	...	Hamburg and Bremen.
Greece	...	...	...	...	Patras, Piraeus, Salonica and Volo.

Holland	Amsterdam, Rotterdam and Delfzijl.
Iceland	Reykjavik.
India	Bombay, Calcutta, Cochin, Vizagapatam.
Iraq	Basra.
Italy	Catania, Genoa, Savona and Trieste.
Lebanon	Beyrout and Sidon.
Mexico	Tampico.
Morocco... ..	Casablanca, Melilla, Safi and Ceuta.
Netherlands West Indies ...	Aruba and Curacao.
Norway	Bergen, Drammen, Narvik, Oslo, Christian- sand, Stavanger and Trondhjem.
Pakistan	Karachi and Chittagong.
Palestine	Haifa and Jaffa.
Persian Gulf	Mena al Ahmadi, Kuwait, Bandar Mashur, Abadan and Ras Tanura.
Peru	Cabo Blanco, Lobitos and Callao.
Poland	Gdynia.
Portugal	Lisbon, Oporto and Leixoes.
Russia	Archangel and Odessa.
South Africa	Capetown, Durban, Port Elizabeth, East London and Mussel Bay.
Spain	Almeria, Bilbao and Valencia.
Sweden	Gefle, Gothenburg, Lulea, Helsingborg, Norrkoping, Stockholm and Sundsvall.
Syria	Lattakia.
Trinidad	Port of Spain.
Tunis	La Goulette, Sfax, Sousse and Tunis.
Turkey	Iskenderun, Istanbul and Smyrna.
United States of America ...	Gulf and Pacific Ports, New York, Boston, Norfolk, Newport News, Baltimore and Philadelphia.
Uruguay	Montevideo.
Venezuela	Punta Cardon, Las Piedras and Caripito.
West Africa	Bathurst, Dakar, Freetown, Lagos, Sapele Takoradi.
Yugoslavia	Rijeka, Split and Susak.

MEDICAL INSPECTION OF ALIENS.

Manchester is not an Approved Port for the landing of Aliens.

III.—WATER SUPPLY.

(From information kindly supplied by the Traffic Manager of the Manchester Ship Canal Company).

Source of Supply for (a) the Port, (b) Shipping :—

Fresh water can be obtained by vessels at the Manchester Docks ; at various wharves between Mode Wheel and Barton, Partington Coal Basin, Latchford Locks, Warrington Lay-Bye, Runcorn Lay-Bye, Runcorn Docks, Weston Point Docks, Stanlow Lay-Bye, Stanlow Oil Docks, Ellesmere Port Docks and Eastham Locks, the sources of supply being from Corporation, etc. mains.

The question of improving the fresh water supply at the docks is under active consideration by the Manchester Ship Canal Co.

Number of water boats : One (for the supply of water to the Rock Cutters employed outside the entrance to the Canal at Eastham in connection with the construction of the new oil dock).

Two visits were made to the water boat. On the first occasion work was in progress cleaning and cement washing the supply tank. On the following visit two days later it was found that the tank had been satisfactorily cleaned and cement washed.

IV.—PORT HEALTH REGULATIONS, 1933 and 1945.

Declarations of Health are supplied to Masters of vessels by Officers of H.M. Customs and Inspectors of the Port Health Authority. During the year, 569 Declarations of Health were received from the Customs Officers.

252 Certificates were issued by the Boarding Medical Officers of Liverpool Port Health Authority in respect of vessels boarded in the River Mersey, granting permission to proceed to the Port of Manchester.

Treatment of Venereal Disease.

The Inspectors have continued to distribute pamphlets giving information of local treatment centres.

The following information as to the treatment of seamen in the Port suffering from Venereal Disease is supplied by the Medical Officer of the Salford Treatment Centre, which is the nearest Treatment Centre to the Docks :—

Patients with—	British Seamen.	Foreign Seamen.
Syphilis	7	3
Gonorrhoea	47	61
Other Conditions	89	56
Total	<u>143</u>	<u>120</u>
Arsenobenzene Injections ...	22	2
Bismuth Injections	28	19
Attendances	723	386

Number of Crews of various Nationalities on vessels inspected during the year :—

British—

Europeans	24,468
Lascars, Arabs, etc....	2,476
Chinese	577
	<u>27,521</u>
American	2,907
Belgian	186
Costa Rican	22
Danish	1,125
Dutch	2,960
Egyptian	225
Eireann	99
Finnish	862
French	430
German	434
Greek	413
Honduran	86
Indian	22
Italian	747
Jugo-Slavian	143
Liberian	124
Moroccan	68
Norwegian	5,488
Panamanian	1,547
Spanish	271
Swedish	3,604
Swiss... ..	11
Tunisian	76
Total	<u>49,371</u>

TABLE C.

Cases of Infectious Sickness on Vessels in the Port.

Disease.	No. of Cases during 1951:				No. of Vessels concerned.	Average No. of cases for previous 5 years.
	Passengers.		Crew.			
(1) Measles	1	...	—	...	1	0.0
(2) Pneumonia ...	—	...	1	...	1	1.8
(3) Tuberculosis ...	—	...	1	...	1	0.8

(1) Proceeded to his home at Clayton—Manchester Health Department notified.
 (2) Removed to Park Hospital, Davyhulme.
 (3) Paid off at Stanlow and sent home to Norway.

TABLE D.

Cases of Infectious Sickness occurring on Vessels during the voyage but disposed of prior to arrival in Manchester.

Disease.	No. of Cases during 1951:				No. of Vessels concerned.	Average No. of cases for previous 5 years.
	Passengers.		Crew.			
(a) Chickenpox ...	—	...	1	...	1	0.2
(b) Diphtheria	—	...	1	...	1	0.2
(c) Dysentery	—	...	1	...	1	0.8
(d) Malaria	—	...	7	...	2	5.4
(e) Mumps	—	...	1	...	1	0.2
(f) Pneumonia ...	—	...	1	...	1	0.2
(g) Poliomyelitis ...	—	...	1	...	1	0.0
(h) Tuberculosis ...	—	...	3	...	3	1.8
(i) Typhoid Fever	—	...	1	...	1	0.2

- (a) Removed to hospital at Liverpool.
 (b) Removed to hospital at Algiers.
 (c) Removed to hospital at Abadan.
 (d) Two men suffered on voyage—had recovered on arrival. Five men removed to hospital at Curacao for ten days; one of these men had a relapse and was removed to hospital at Punta Cardon, Venezuela.
 (e) Recovered on arrival in Manchester.
 (f) Paid off at Wabana, Newfoundland.
 (g) Removed to hospital at Avonmouth.
 (h) Removed to hospital—one at Brooklyn, another at Abadan, and a third at Liverpool.
 (i) Removed to hospital at Colombo.

No cases of Plague, Yellow Fever or Typhus Fever occurred, and no plague-infected rats were found on vessels within the Port during 1951.

V.—MEASURES AGAINST RODENTS.

Measures have again continued for the detection of rodent plague and rat prevalence in ships and on shore, for the prevention of the passage of rats between ships and shore and the deratisation of ships.

There were 1,573 “rat inspections” made during the year, 539 by the Inspector at the Eastham end of the Port, and 1,034 by the Inspectors at the Manchester end.

846 ships were found without ratguards in position. 150 re-visits were made to note if ratguards had been fitted, following instructions from the Inspectors.

A further 604 re-visits were made in respect of applications for Deratisation Exemption Certificates and to supervise and follow up fumigations before issuing Deratisation Certificates.

The Authority’s rodent operative is employed in searching vessels for evidence of rodents, in estimating the number of rats present on each vessel, and in rodent control whilst the vessel is in port. All rats caught are destroyed, except specimens which are submitted to the Public Health Laboratory for examination. 91 rats (41 from vessels and 50 from shore premises) were forwarded for examination during the year, no evidence of plague infection being discovered.

Traps were laid on 30 vessels during the year. Daily visits were made to these vessels, with the following results :—

Rats caught by trapping :

Black	...	...	...	...	...	...	...	98
Brown	...	...	...	...	...	...	...	—
								—
Total	...	...	...	...				98
								—
Vessels visited	...	...	...	...	...	...	...	554
Re-visits	...	...	...	...	...	...	...	593
								—
Total	...	...	...	...				1,147
								—

In addition to the 98 rats, the Rodent Operative caught 8 mice. A further 49 rats were destroyed by Mr. Ashton on vessels at the lower end of the Canal. 114 rats and 54 mice were destroyed as a result of 14 fumigations carried out during the year, as compared with 178 rats and 97 mice destroyed by 16 fumigations in 1950.

Special attention has been directed to vessels from Infected Ports and daily care has been exercised to prevent the passage of rodents between ships and shore. 50 rats and 6 mice were destroyed by trapping on such vessels.

The Rodent Control measures on vessels at the Ellesmere Port section of the Canal were carried out by the Authority's motor launch engineer under the supervision of Inspector Stanley. He visited 296 vessels, traps and poison baits being laid on 13 vessels, resulting in 49 rats being destroyed. It was not possible to carry out regular rodent control on tankers, owing to the short time these vessels normally remained in dock. A further 9 rats were trapped on a floating grain elevator lying at Ellesmere Port. Following evidence of heavy mice infestation being found on a barge, the Owners were notified and the barge fumigated.

OTHER RODENT CONTROL MEASURES.

The number of rats caught or destroyed by the rodent operatives employed by the Manchester Ship Canal Company showed an increase : 2,296, as against 1,897 in 1950. An additional rodent operative was appointed by the Company in July to help in keeping down the rat population in the dock area to a minimum. Prior to this appointment the Authority's rodent operative gave assistance as requested. Any complaints received by the Authority's Inspectors regarding the presence of rats on the quays, wharves, sheds, etc., were promptly dealt with by the Company's rodent operatives.

92 rats and 5 mice were destroyed on the Manchester Ship Canal Company's property at Ellesmere Port, Stanlow and Eastham, under the direction of the Chief Sanitary Inspector of the Ellesmere Port U.D.C., and a kill of 711 rats was estimated. 398 inspections were carried out and 59 treatments undertaken.

72 rats and 18 mice were destroyed on the Company's property at Runcorn.

The Chief Sanitary Inspectors of Ellesmere Port and Runcorn U.D.C. continued to co-operate effectively in dealing with rodent control within their jurisdictions.

Periodic visits were made to the warehouses at Weston Point and Runcorn to inspect foodstuffs stored therein. On one occasion a roof was found to be in a defective condition, and this received the prompt attention of the Manchester Ship Canal Company when brought to their notice.

During the year an enquiry was made by the Medical Officer of Health, Runcorn R.D.C., regarding an offensive odour from the Canal near Latchford Locks during the summer months. It was suggested that an approach be made by the Runcorn R.D.C. to the recently-formed Mersey River Board to enquire if action could be taken to deal with the complaint.

RATS DESTROYED DURING 1951.

TABLE E. (1) On Vessels.

Number of Rats.	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Total in year
Black	—	10	25	36	10	13	3	11	17	9	3	10	147
Brown	—	—	—	—	—	—	—	—	—	—	—	—	—
*Species not recorded	9	—	9	11	—	10	2	7	27	32	7	—	114
Examined	—	5	1	9	6	2	—	5	7	6	—	—	41
Infected with Plague	—	—	—	—	—	—	—	—	—	—	—	—	—

*These 114 rats and also 54 mice were destroyed by fumigations.

TABLE F. (2) In Docks, Quays, Wharves and Warehouses

Number of Rats.	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Total in year
*Species not recorded	170	160	190	131	148	170	163	217	227	278	254	188	2,296
Examined	4	1	3	2	1	11	3	8	1	6	7	3	50
Infected with Plague	—	—	—	—	—	—	—	—	—	—	—	—	—

*Figures supplied by the Dock Traffic Superintendent, Manchester Ship Canal Co.

TABLE G.—Particulars relating to Plague “Infected” or “Suspected” Vessels, or Vessels from Plague Infected Ports, arriving in the Port during 1951.

Total Number of such Vessels arriving (1)	Number of such vessels fumigated by SO ₂ (2)	Number of Rats killed (3)	Number of such vessels fumigated by HCN (4)	Number of Rats killed (5)	Number of such vessels on which trapping, etc. were employed (6)	Number of Rats killed (7)	Number of such vessels on which measures of Rat Destruction were not carried out (8)
283	—	—	3	20 + 54 mice	11	50	272*

* Oil Tankers and vessels showing no evidence of rat infestation.

TABLE H.—Deratisation Certificates and Deratisation Exemption Certificates issued during the year.

Net Tonnage (1)	Number of Ships (2)	Number of Deratisation Certificates issued					Number of Deratisation Exemption Certificates Issued (8)	Total Certificates issued (9)
		After Fumigation with		After Trapping, Poisoning, etc. (6)	Total (7)			
		HCN (3)	Sulphur (4)			HCN and Sulphur (5)		
Ships up to 300 tons	24	—	—	—	—	—	24	24
Ships from 301 tons to 1,000 tons	39	3	—	—	—	3	36	39
Ships from 1,001 tons to 3,000 tons	22	4	—	—	—	4	18	22
Ships from 3,001 tons to 10,000 tons	109	6	—	—	1	7	102	109
Ships over 10,000 tons.....	—	—	—	—	—	—	—	—
Totals	194	13	—	—	1	14	180	194

VESSELS FROM "INFECTED" PORTS.

Name of Country and Port from which Vessels proceeded to Manchester.	Number of Vessels.	Rats trapped in Manchester.
Algeria :		
Algiers, Bona, Oran... ..	7	—
Argentina :		
Buenos Aires	5	—
Ceylon :		
Colombo	1	—
Egypt :		
Suez, Port Said, Alexandria	191	37
Greece :		
Patras, Piraeus, Salonica, Volo	9	5
India :		
Bombay, Calcutta, Vizagapatam	19	—
Lebanon :		
Beyrout, Sidon	18	1
Morocco :		
Safi, Ceuta, Casablanca	8	7
Nigeria :		
Lagos	4	—
Pakistan :		
Chittagong	4	—
Palestine :		
Haifa	2	—
Peru :		
Cabo Blanco, Lobitos	14	—
Uruguay :		
Monte Video	1	—
	283	50

Of 194 vessels applying for renewal of Certificate, it was possible to issue Deratisation Exemption Certificates in 180 instances. Deratisation Certificates were issued in respect of 14 vessels, including 5 which were voluntarily fumigated by the owners.

VI.—HYGIENE OF CREWS' SPACES.

TABLE J.—Classification of Nuisances.

Nationality	Number inspected during 1951	Defects of original construction	Structural defects through wear and tear	Dirt, vermin and other conditions prejudicial to health	Structural Alterations
British	909	28	359	429	14
Other Nations	882	13	78	242	14

Particulars of the defective conditions tabulated in Table J are tabulated below :

	<i>British s.s. and m.v.</i>	<i>Foreign s.s. and m.v.</i>
DEFECTS OF ORIGINAL CONSTRUCTION.		
Ventilation insufficient or defective	3	5
Ventilator in accommodation not provided with wind chute	3	4
Heating apparatus not provided or insufficient	3	—
No proper means of cooking provided ...	1	—
Natural lighting deficient	2	3
Insulation insufficient	1	—
Food lockers not ventilated	6	1
Condensation in food locker	1	—
Non-return valve to W.C. defective	1	—
Absence of proper discharge pipes to wash-basins	1	—
Entry of fumes into accommodation... ..	3	—
Absence of covering to deck	1	—
Water leakage from washplace into alley-way	1	—
W.C. soil pipe discharging over portlights of cabins below... ..	1	—
DEFECTS DUE TO WEAR AND TEAR.		
Bulkheads defective	5	1
Decklights, portlights, etc., broken and defective	26	4
Fittings, etc., defective	54	7
Overhead deck in leaky condition	51	12
Deck, deck covering defective	22	—

	British s.s. and m.v.	Foreign s.s. and m.v.
<i>Defects due to wear and tear—continued.</i>		
Water leakage into accommodation... ..	4	—
Water supply pipe joint leaking	1	—
Fresh water pipe defective... ..	1	—
Hot water system defective	1	—
Water tank broken and defective	3	—
Accommodation in leaky condition... ..	—	1
Insulation defective	15	—
Stove and stove pipes defective	6	—
Woodwork defective	1	—
Defective wood top to coal bunker... ..	1	—
Wood lining on refrigerator room floor and deckhead rotted	1	—
Bilge water leakage	1	—
Leakage from steering gear compartment into accommodation	3	—
Storeroom in leaky condition	2	—
No lagging to steam pipes... ..	1	—
Galley defective	1	—
Artificial lighting deficient or defective ...	1	—
Chain locker and wood spurling pipe not gas-tight	1	—
Ventilation inefficient or defective	8	5
Flushing apparatus defective	24	8
Flush, waste and soil pipes defective	24	13
Water system defective	6	—
Oil leakage into accommodation	7	1
W.C. seats require repairing or renewing	28	10
W.C. pedestals broken and require re- newing	7	10
Urinals broken and defective	2	—
Heating apparatus defective or absent ...	48	6
Doors not weatherproof or absent... ..	3	—
 DEFECTS DUE TO OTHER CAUSES.		
Accommodation, etc., required cleaning...	48	29
„ required painting	28	21
„ infested with cockroaches	208	131
„ infested with bugs	18	3
„ infested with weevils, ants and silverfish	35	10
„ infested with fleas	—	1
Water tanks required cleaning... ..	2	3
W.C.'s and urinals required cleaning	20	21
Waste and soil pipes choked	5	3

	British s.s. and m.v.	Foreign s.s. and m.v.
<i>Defects due to other causes—continued.</i>		
Scuppers choked	17	8
Wash-basins required cleansing... ..	1	—
Food lockers and containers in dirty condition	3	—
Bedding in dirty condition... ..	2	—
Refrigerator in dirty condition... ..	1	—
Chopping block in dirty condition	1	—
Accumulations of dirt and refuse about decks	15	5
Overcrowding and uncertified accommodation	7	—
Ship's gear, stores, etc., kept in accommodation	2	2
Food improperly stored in W.C. compartment, bathroom and engineer's storeroom	1	1
Condensed moisture in accommodation... ..	5	—
Stagnant water in washplace, etc.	4	—
Natural light obstructed	2	2
Inadequate hot water facilities	1	—
Clothes lockers to be provided... ..	2	—
Covered galvanised bin required for flour storage	1	—
Ventilators required freeing	—	2

DEFECTS DUE TO STRUCTURAL ALTERATIONS.

Ventilator over bunk required wind chute	2	4
Ventilation inefficient or defective	1	10
Heating inefficient or defective... ..	1	—
Food lockers not ventilated	3	—
Absence of door to room	1	—
No insulation to deckhead... ..	3	—
Direct communication between paint locker and accommodation	1	—
Defective flushing valve to W.C.	1	—
No scupper to washplace	1	—

DANGEROUS DRUGS (No. 3) REGULATION, 1923.

No Certificates were issued under these Regulations during the year.

PARROTS (PROHIBITION OF IMPORT) REGULATIONS, 1930.

During the year 25 budgerigars were found on board 11 vessels. Written undertakings to re-export 22 budgerigars were received, and 3 birds were destroyed under the supervision of the Inspectors.

VERMINOUS VESSELS.

169 vessels at the Latchford-Eastham end of the Canal and 196 vessels at the Manchester end of the Port had evidence of vermin infestation in varying degrees. Of these 365 vessels, 223 were British and 142 were of foreign nationality. Vessels showing evidence of vermin comprised 20.3% of the total inspections (1,791).

Of the 272 individual vessels found to show evidence of vermin, 163 were British and 109 of Foreign nationality. Some 60 vessels which made more than one visit to the Port during the year were found on subsequent inspection to be still infested.

52 British and 12 Foreign vessels were satisfactorily cleared of vermin before sailing. A further 59 British and 49 Foreign vessels showing evidence of vermin received attention either by private contractors or by the ships' personnel using various insecticides. Many of these vessels sailed before it was possible to ascertain the results of the treatment undertaken.

Regular treatments are given to a number of vessels trading with this Port and results have proved that the infestations can be greatly reduced by such action. A further increase was noted in the number of vessels carrying insecticides on board.

Owners and Agents have shown considerable co-operation in reducing the number of verminous vessels. Many of the vessels which sailed before any action could be taken were tankers at Stanlow, whose speed of "turn-round" excluded any chance of remedial measures being carried out. Promises were made to deal with verminous conditions on 63 British and 30 Foreign vessels. In all, vermin was either completely eradicated, receiving attention or arrangements were to be made to carry out the necessary disinfection on 174 British and 91 Foreign vessels out of the 223 British and 142 Foreign vessels reported showing evidence of vermin.

VESSELS INSPECTED BY SANITARY INSPECTORS.

				1951	1950	1949
Vessels entering the Port				1,893	1,983	1,716
{ Foreign				1,768	1,807	2,138
{ Coastwise				3,661	3,790	3,854
{ Total						
Number inspected				1,791	1,865	1,699
Percentage inspected				48.92%	49.20%	44.08%
Number reported defective				678	616	612
Number on which defects remedied				361	383	314
Foreign and Coastwise						
British.	Number inspected			909	1,052	1,042
	Defects of original construction			28	28	50
	Structural defects through wear and tear			359	418	358
	Dirt and vermin, etc.			429	426	474
	Defects due to structural alterations ...			14	15	19
Other Nationalities	Number inspected			882	813	657
	Defects of original construction			13	10	11
	Structural defects through wear and tear			78	69	88
	Dirt and vermin, etc.			242	175	145
	Defects due to structural alterations ...			14	11	2
Number of vessels on which were reported				131	140	113
defects reported prior to year of inspection :				66	47	33
{ British						
{ Foreign						

The work of the Sanitary Inspectors at different parts of the Port is indicated by the following statement of the number of vessels inspected and the number found with defects at various places along the Canal:—

Section A (Manchester—Latchford) :

	Inspected.	Defective.
Manchester, Salford and Stretford... ..	943	319
Mode Wheel Oil Wharf... ..	22	17
Weaste	39	19
Irwell Park Wharf and Eccles... ..	32	16
Barton	35	15
Irlam	23	9
Partington	62	26
Guinness's Wharf	2	2
	<u>1,158</u>	<u>423</u>

Section B (*Latchford—Eastham*) :

	Inspected.	Defective.
Warrington	5	3
Acton Grange	7	3
Widnes	20	6
Runcorn	31	13
Weston Point	54	17
Ince	13	4
Stanlow Oil Dock and Lay-Bye	313	151
Ellesmere Port	114	33
Bowaters' Wharf (Ellesmere Port) ...	51	14
Eastham	15	8
Wigg Works	10	3
	<hr/>	<hr/>
	633	255
	<hr/>	<hr/>
Gross Total	1,791	678
	<hr/>	<hr/>

Nationalities of the vessels inspected and the number found with defects :—

British	909	449
American	70	4
Belgian	5	3
Costa Rican... ..	1	—
Danish	47	15
Dutch	227	30
Egyptian	4	1
Eireann... ..	11	8
Finnish	31	10
French	16	7
German	26	7
Greek	13	6
Honduran	3	3
Moroccan	4	3
Indian	1	—
Italian	23	18
Jugo-Slavian... ..	3	2
Liberian	4	2
Norwegian	198	61
Panamanian	47	28
Spanish	8	5
Swedish	134	16
Swiss	1	—
Tunisian	5	—
	<hr/>	<hr/>
	1,791	678
	<hr/>	<hr/>

The number of inspections made of British and Foreign vessels and the number found with defects were :—

	Inspected.	Number with Defects.
British Steamships and Motor Vessels	909	449
Foreign Steamships and Motor Vessels	882	229
	<hr/>	<hr/>
Totals 	1,791	678
	<hr/>	<hr/>
Re-Visits 	719	
	<hr/>	
Gross Total of Visits and Re-Visits ...	2,510	
	<hr/>	

In the Manchester Section there was a decrease of 133 inspections over the previous year, and in the Runcorn Section an increase of 59 vessels was recorded. The decrease at the Manchester end can be attributed to the dock strike of six weeks' duration.

OBSERVATIONS OF THE SANITARY INSPECTORS.

Administration and inspection in the Manchester-Latchford section of the Canal continued as in previous years, details of which have been included in earlier Annual Reports.

The defects found on vessels continued to be of a less serious nature, in most cases doubtless due to the more frequent inspection and higher standard of comfort demanded by seafaring men. A little more appreciation by the crew of the improved construction and maintenance of accommodation would, we feel sure, encourage the owners to increase their efforts still more in raising the standard of living. Unfortunately, there are still coasting vessels with men living under the forecastle head, often below the water line when the vessels are laden. Steam is available for winch and anchor forward, yet there is insufficient for heating the crew accommodation ; a dirty bogey stove serves as the only means of heating, causing variations in temperature according to stoking. There is much room for improvement in the accommodation in these older type of coasting vessels. The modern coasters are well-equipped vessels with good accommodation.

The number of vessels trading with this section of the Canal showing evidence of rats was small. Only 74 of the 554 vessels inspected (13.3%) by the Rodent Operative showed any signs of rat life and only 18 of these (3.25%) had an estimate of 10 rats or more. Evidence of mice was found on 18 vessels (3.25%). During the year 12 fumigations were carried out at this end of the Canal, 5 of which were voluntary, and 112 rats and 54 mice were recovered, 30 rats being from one vessel and all the 54 mice from another vessel. During the six weeks strike of dock labour, 32 rats were trapped on one vessel out of the total of 98 trapped and poisoned by the Rodent Operative during the year. The ratproofing, structure and continuous movement of ropes, stores and other harbourage all help to reduce the opportunities for rats to live and breed on board vessels.

One of the three floating pneumatic grain elevators in this section of the Port was treated with "Warfarin", a new rodenticide. A search of the elevator before treatment revealed evidence of a moderate rat infestation throughout the structure, the harbourage on the elevator was moderate, consisting of stores, ropes, etc., which were not often disturbed, also structural harbourage—false ceilings, bilges, etc. The conditions aboard the elevator were ideal for the rats to breed—warmth, an abundance of food, and plenty of water. For the first ten days oatmeal was used as a base for the "Warfarin" but the number of "takes" was not consistent with the number of rats estimated, the reason probably being that the oatmeal was very similar to the food already available. A change in the base was made and rancid fat was melted into an equal quantity of oatmeal and the prescribed quantity of "Warfarin" added. Twenty 2 oz. baits were laid, the number of "takes" immediately increased and then gradually diminished, and on the sixth day all baiting points were tested with raw horsemeat and only one bait was taken; two days later one of the crew killed a very weak rat. Although only two dead rats were found, no evidence of live rats has since been discovered, the reason for the absence of bodies being the amount of harbourage available. One interesting feature of the treatment was the movement of the rats from the warm boiler room and engine room at the bottom of the elevator to the platforms and rooms above; on frosty nights all takes were down below in the warm spaces, and on milder nights the takes were general throughout the structure. It will be noticed that 2 oz. baits were used with satisfactory results, although 8 oz. baits are recommended; the ratio of the amount taken to total bait laid was 1 : 4. This is the first time that the elevator has been completely cleared of rats although trapping and poisoning have been carried out from time to time. The floating grain elevators are always available for treatment and, as there is no shifting of cargo or other activity to cause the rats to move around, the elevators are therefore suitable for treatment by "Warfarin". This rodenticide would not normally be suitable for use on vessels because of their quick turn-round. Vessels generally sail or commence loading the day discharge is completed, thus giving no time for a treatment of 5 to 14 days. Vessels repairing or laid up, however, could be so treated.

The handling and preparation of food aboard many ships leaves much to be desired, the layout of galleys in most of the older vessels is unsatisfactory and conditions are not conducive to the attainment of a high standard of cleanliness, but the personnel in many cases seem to be lacking in the fundamentals of hygiene. Dirty hands, clothing, utensils, etc., and smoking whilst preparing food, are far too common. Conditions in pantries also leave much room for improvement; the immersion of dishes, cups, etc., in lukewarm greasy water and then wiping on a cloth which soon resembles a floor-cloth seems to be the recognised method of cleansing these articles. Fortunately, these conditions do not occur in all vessels, but they do exist in far too many. One of the solutions would appear to be the stricter supervision of the catering staff and the use of detergents.

Canal Boats.

The use of narrow boats by families remains, as always, far from satisfactory. Apart from the housing situation, there does not seem to be any reason why the family should be allowed to travel around with the wage-earner, thereby differing from other transport workers employed in similar circumstances away from home for considerable periods. The unsatisfactory living conditions existing on the boats and the lack of facilities for the upbringing and education of the children require urgent consideration. Whilst these people have become accustomed to living under these unsatisfactory conditions, it is not a reasonable argument for them to continue to do so, and we find few canal boat employees who would not go ashore if they had the opportunity. Only the Sanitary Inspectors, etc., who come into contact with these people know how unsatisfactory is their mode of living, however colourful it may appear to the outsider. The tendency amongst some of the Owners of the wide boats is to pay a subsistence or travelling allowance to their crews, consequently it is rare for them to be sleeping aboard the boats. This arrangement does not relieve the Owners of the responsibility of maintaining the boat in a habitable condition as long as it remains registered.

Bales of rags were brought into the port from various Continental ports from time to time, the bales consisting of all kinds of waste materials. A complaint was received early in the year from the dockers handling a particular consignment that the bales contained objectionable "rags". As the bales were tightly packed it was only possible to make a superficial examination, but it was found that the complaint was quite justified ; following this, further consignments were examined and these also contained the objectionable articles. There was no certificate available to state whether the rags had been subjected to any form of disinfection, nor were we able to ascertain if disinfection had been carried out. These particular consignments were for wallpaper manufacture. The M.O.H. of the Local Authority concerned was informed, and in an interview with the manager of the factory, the Chief Sanitary Inspector was informed that "the articles are often found in imported rags from the Continent and, indeed, in increasing quantity". The matter was brought to the attention of the Ministry of Health, but it was not found possible to take any legal action to prohibit the importation of the rags or to require disinfection. The importers were consequently approached and representations were made by them to the exporters on the Continent. An undertaking was received by the importers that such articles would be no longer included in bales of rags exported by that particular firm, since when no further complaints have been received. The question of rag importation is under consideration nationally but, without specific evidence of danger to health, progress appears unlikely.

In July, a colorado beetle was brought into the office. It had been found in the hold of a Liberian vessel which had brought a cargo of timber from Holland ; the Ministry of Agriculture and Fisheries and the Police were informed. Another beetle was found on the timber lying on the quayside ; both specimens were found dead.

PREVENTION OF DAMAGE BY PESTS (APPLICATION TO SHIPPING) ORDER, 1951.

No Rodent Control Certificates were issued during the last three months of the year following the operation of the Prevention of Damage by Pests (Application to Shipping) Order, 1951. The Masters of coastal vessels did not appear to appreciate any advantage in the certificates (the possession of which being voluntary), and the alternative of routine inspections by the rodent operative seemed preferable to them. Under the Order all craft are divided into four groups :—

- (1) Harbour craft—“a vessel which is wholly or mainly engaged in trading or going within the limits of any harbour or haven or dock, or of any estuary or on any tidal or non-tidal river or inland waterway, or a vessel used for the purpose of storage.”
- (2) Foreign trade vessel—“any vessel employed in trading or going between a place in the United Kingdom, the Channel Islands or the Isle of Man, and a place not within the United Kingdom, the Channel Islands or the Isle of Man.”
- (3) Any vessel the Master of which holds a valid deratisation certificate or deratisation exemption certificate.
- (4) Any vessel the Master of which holds a certificate issued not more than four months previously in the form set out in the Schedule to the Order, *i.e.* a Rodent Control Certificate.

Groups (2), (3) and (4) are “sea-going ships” under Section 3(2) of the Order. Thus a coastal trade vessel not in possession of a Rodent Control Certificate does not fall within the category of a “sea-going ship” and therefore comes under Section 3(1) of the Order, in which the provisions of the Prevention of Damage by Pests Act, 1949, apply as they apply in relation to land.

The Master of such a vessel is required to give notice in writing to the Port Health Authority of the presence of rats on board. The penalty for default is £5. The Port Health Authority may require action to be taken for the destruction of rats and mice ; failure to do so incurring a fine of £50 for the first offence and £100 for any subsequent offence.

Lack of uniformity in the administration of the Order in various ports gave rise to confusion. Masters stated that the compulsory holding of the Certificate was required in some ports, whereas other ports do not hold that view.

N. M. SAMPSON.
R. EGAN.

EXTENT OF RAT INFESTATION ON TANKERS.

The survey has been continued and a table for the year is given on page 27.

The increased operations of the Stanlow Oil Refinery resulted in a material increase of foreign-going tanker traffic, both inwards and outwards. The number of such tankers inspected rose from 233 in 1950

to 275 in 1951, an increase of 42. In comparison with 1948 when the survey first commenced, the yearly figures have increased from 169 to 275, a rise of 106. For the third year in succession the percentage of infested tankers at the time of inspection has dropped, but the latest decrease is practically negligible, i.e. 12.0% compared with 12.4% in 1950. The percentage for British ships improved to 11.5% by a drop of 2%, whilst foreign-owned tankers rose from 11.3% to 12.4%.

Vessels showing evidence of old infestations rose to 31, a percentage of 11.2% compared with 8.1% in 1950.

Two slight infestations of mice were found in the provision storerooms of two crude-oil tankers.

Enquiries solicited the information that on three British tankers energetic measures had been taken by the crew during the voyage to destroy rats on board. One Master of a crude-oil vessel reported killing seven rats in the two months prior to arrival at Stanlow, and another rat was accounted for during the vessel's stay, by which time the infestation was almost eliminated. With reference to spirit tankers, the Master of one such vessel reported the presence of rats on board for approximately nine months, during which time six rats had been accounted for in the centre castle and accommodation above. Examination showed that a slight infestation still remained.

In May a British crude-oil tanker in possession of a valid Deratisation Exemption Certificate was found to be moderately infested; no action was possible except the setting of traps owing to the short stay in port, but advice was given on the best measures to take. Six months later the same tanker, after a thorough search, was found to be completely free from rats—a satisfactory result due to the interest of personnel on board.

The heaviest infestation of the year was found on a 17 year old foreign tanker with a cargo of crude oil and having a Deratisation Exemption Certificate five months old. The Master stated that the vessel was proceeding to a continental port for overhaul and arrangements had been put in hand for fumigation.

The results of the latest survey closely followed the pattern of the previous year and no fresh findings came to light. Next year it is hoped to tabulate the figures for five years and give an overall summary in respect of the survey. I am indebted to Mr. R. C. Ashton, motor launch engineer, for his continued co-operation and assistance in carrying out this survey.

G. E. STANLEY.

EXTENT OF RAT INFESTATION ON BOARD TANKERS.

27

Nationality	Type of Oil carried	Number of vessels inspected	Number of vessels found clear of infestation	Number of vessels found infested			Percentage of vessels found infested	Number of vessels showing evidence of old infestation
				Slight 1—5 Rats	Moderate 6—10 Rats	Heavy 11 Rats or over		
British	Spirit	24	23	1	—	—	4.2	2
	Kerosene	7	7	—	—	—	—	—
	Fuel	20	17	3	—	—	—	—
	Gas	2	1	1	—	—	15.0	1
	Lubricating	4	4	—	—	—	50.0	—
	Crude	*73	63	9	1	—	—	2
	Total	130	115	14	1	—	13.7	12
Foreign	Spirit	23	21	2	—	—	11.5	17
	Kerosene	5	4	1	—	—	8.7	2
	Fuel	39	35	4	—	—	20.0	—
	Gas	1	1	—	—	—	10.2	2
	Lubricating	3	3	—	—	—	—	—
	Crude	*74	63	10	—	1	—	1
	Total	145	127	17	—	—	13.5	9
All Vessels	Total 1951	275	242	31	1	1	12.4	14
All Vessels	Total 1948/50	572	475	83	10	—	12.0	31
All Vessels	Total 4 years (1948/51)	847	717	114	11	4	17.0	†29
						5	15.3	†60

* Slight Mice Infestation on 1 Tanker.

† Figure for 1948 not known

LIST OF FOOD IMPORTS.

	From Foreign Ports.	From Coastwise Ports.
Grain, Cereals, &c.—		
Barley	4,000 tons	
Cornflour	362,955 bags	
Farinoca	400 bags	
Flour	527,302 bags	
Groats	60 bags	
Maize	15,332 tons	1,400 tons
Potato Flour	5,851 bags	504 bags
Quaker Oats	27,250 cartons	
Rice	3 bags	
Rusks	3,273 packages	
Sago Flour		269 bags
Wheat	237,356 tons	
Fruit, &c.		
Apples	37,584 packages	4,059 packages
Damsons		2,050 boxes
Dried Fruit	27,607 cases	
Fruit Pulp	8,302 casks	330 casks
Fruit Oil		12 drums
Grapefruit	7,984 cases	
Lemons	567 cases	
Mandarins	250 bundles	
Oranges	132,134 cases	
Pears		1 box
Fish, &c.		
Herrings	2 casks	
Vegetables—		
Dehydrated Vegetables...	2,443 cartons	
Dried Vegetables	5,609 bags	
Fresh Vegetables	16,842 bags	2 bags
Sauerkraut	429 packages	
Vegetables in Brine	1,608 casks	
Vegetables in Vinegar	55 casks	
Dairy Produce—		
Butter	53,043 cases	
Casein	577 bags	
Cheese	203,585 packages	52,328 crates
Eggs		
Egg Yolk (frozen)	38,304 cartons	1,954 bags
Milk Powder		500 cartons

	From Foreign Ports.	From Coastwise Ports.
Meat, &c.—		
Bacon	11,085 bales	
Black Puddings		78 cases
Salted Pork Rind	20 barrels	
Salted Pork Sundries		116 packages
Salted Casings... ..	41 casks	
Beef (frozen)	20,754 fores and hinds	
	399 bags	
Beef & Calf Offal (frozen)	11,523 packages	
Beef & Calf Sweetbreads (frozen)	607 boxes	
Beef Udders (frozen)	48 bags	
Boneless Beef (frozen)	161 bags	
Boneless Ewes & Wethers (frozen)	874 bags	
Calf Tongues (frozen)	76 bags	
Lamb and Sheep Offal (frozen)	1,324 packages	
Lamb and Sheep (frozen)	48,116 carcasses	
Ox Tongues and Roots (frozen)	3,636 bags	
Ox Brains (frozen)	70 bags	
Ox Tails (frozen)	366 bags	
Ox Tripe (frozen)	1,756 bags	
Pigs' Feet (frozen)	52 casks	
Pork Offal (frozen)	192 bags	
Sheep Tongues (frozen)...	23 bags	
Edible Oils and Fats—		
Castor Oil	1,737 drums	100 drums
Cod Oil	12 drums	
Fat Extender		7 drums
Hardened Oil	51 drums	
Lard	193,200 packages	
Margarine	110 cases	
Rape Seed Oil	279 drums	
Sweetened Oil	78,591 cases	11,394 cases
Whale Oil	9,422 drums	
Canned Goods—		
Almond Paste		63 tins
Fish	238,610 cases	
Fruit	143,059 cartons	57,618 cartons
Fruit Syrup	100 cartons	
Jam	7,340 packages	
Macaroon Paste		375 tins
Marmalade	750 cartons	
Marshmallow		156 cartons
Meat	219,643 packages	18,978 cartons

	From Foreign Ports.	From Coastwise Ports.
Canned Goods—Continued.		
Milk	272 cartons	51,234 cartons
Milk Powder		3,659 tins
Mincemeat	2,500 cases	107 cartons
Orange Juice	8,766 cartons	
Sausages	117 cases	
Soup	20,518 cartons	32,528 cartons
Spaghetti	75 cartons	575 cartons
Steam Puddings		271 cartons
Tomato Juice	1,000 cartons	
Tomatoes	300 cartons	
Vegetables	77,230 packages	38,378 cartons
Instant Postum	191 cases	
Bottled Goods—		
Fruit	50,941 cartons	
Jam	200 cartons	
Lemon Curd		2,492 cartons
Lemon & Butter Spread		36 cartons
Lemon Syrup		137 cartons
Mincemeat		5,340 packages
Sweets, Confectionery, &c.—		
Almonds		3 bags
Bakery Cream	3,800 cases	
Biscuits	24,086 packages	
Cake	110 boxes	
Cake Mixture	1,992 bags	1,156 bags
Candied Peel	1,344 packages	224 bundles
Candy	33 cases	
Caraway Seed	67 bags	
Chewing Gum	1,407 cartons	
Citric Acid	529 kegs	
Cirtus Syrup	200 drums	
Cocoa Butter	1,607 packages	
Cocoa Products	10 bags	
Cocoanut	9,175 cases	
Confectionery	479 packages	80 cartons
Corn Syrup	102 drums	
Cough Lozenges	57 chests	193 packages
Chocolate Couverture &c.	10,567 packages	263 cartons
Flavours and Essences ...	2 cases	1 carton
Fondant	52,615 packages	
Jam		4 casks
Jellies	5,369 cartons	13,295 packages
Marzipan	40 cases	5 cases
Mincemeat	1,000 cases	21,911 packages
		6,905 barrels
Nuts	440 bags	

Sweets, Confectionery, &c.— <i>Continued.</i>					From Foreign Ports.	From Coastwise Ports.
Sugar	...	...	...	...	36,971 bags	
Sweets	...	...	...	...	644 cartons	157 cartons
Syrup	...	...	...	...	1,829 drums	
Tartaric Acid	...	...	...	...	120 casks	
Toffee Butter	...	...	...	...	181 packages	
Wafer Paper	...	...	...	...	30 boxes	

Miscellaneous—

Acetic Acid	...	...	...	...	4,634 drums	
Beer, Stout, Wines, &c....	...	...	...	...	18,659 packages	83,680 tons
Coffee Beans	...	...	...	...	10,000 bags	
Gelatine	...	...	...	...	1,240 bales	
Glucose	...	...	...	...	2,239 bags	
Epsom Salt	...	...	...	...	1,000 bags	
Herbs	...	...	...	...	20 bales	
Liquorice	...	...	...	...	38 cases	
Malt Syrup	...	...	...	...	493 drums	
Pan Grease	...	...	...	...	670 packages	
Poppy Seed	...	...	...	...	43 bags	
Tea	...	...	...	...	223,155 chests	
Yeast	...	...	...	...		226 tons

The above foodstuffs were subjected to a percentage examination.

(1) Action taken under the Public Health (Imported Food) Regulations, 1937 and 1948, the Public Health (Imported Milk) Regulations, 1926, and the Public Health (Preservatives, &c. in Food) Regulations, 1925 to 1948, continued as in previous years.

RESULTS OF INSPECTION.

Amounts of Food Imports which have been condemned during the year :—

Articles.	Weight			
	Tons	cwts.	qrs.	lbs.
Grain, Cereals, &c.—				
Wheat	415	10	0	19
Maize	26	2	1	14
Flour	269	10	2	11
Flour Sweepings	1	18	3	3
Fruit—				
Sultanas			1	24
Blackcurrant Pulp		8	3	0
Canned and Bottled Goods—				
Chicken				22 $\frac{3}{8}$
Frozen Eggs			3	2
Fish			3	9 $\frac{1}{8}$
Fruit (canned)	5	0	3	13 $\frac{1}{2}$
Fruit (bottled)	4	8	1	17 $\frac{15}{16}$
Jam and Marmalade			1	7
Meats		7	0	5 $\frac{7}{8}$
Mincemeat			1	22
Soup		1	2	9
Tomatoes				10 $\frac{1}{2}$
Vegetables				23
Miscellaneous—				
Bacon				5 $\frac{1}{2}$
Biscuits		2	2	0
Butter		2	0	0
Cheese			3	8 $\frac{7}{8}$
Chocolate				1 $\frac{7}{8}$
Cocoanuts		3	2	10
Coffee Beans		2	0	0
Lamb (frozen)			1	18
Meat Trimmings (frozen)			1	18
Mincemeat		1	2	0
Onions		12	2	0
Rice Sweepings	1	11	0	21
Sauerkraut				20
Sweet Fat		2	2	2
Tea		8	0	24
White Fondant			2	0
				<hr/>
				727 0 1 6 $\frac{9}{16}$
				<hr/>

In addition, the following articles were voluntarily surrendered for destruction :—

Articles.	Weight			
	Tons	cwts.	qrs.	lbs.
Dried Fruit			1	21
Egg Powder				26
Flour		7	2	0
Herrings (canned)				10
Milk (canned)		1	0	23
Pickles			1	26
Wheat	1	19	2	25
	2	9	2	19
Gross Total	729	9	3	25 $\frac{9}{16}$

Over 98 per cent. (715 tons) of the food condemned or surrendered was utilised for animal food or commercial purposes.

(2) Shell-Fish.—There are no shell-fish beds or layings within the jurisdiction of the Authority.

LABORATORY EXAMINATIONS.

(3) Number of samples of food examined by :

(a) Bacteriologist 12

(b) Analyst 15

The following samples were submitted for bacteriological examination to the Public Health Laboratory, Monsall Hospital, Manchester :—

Nature of Sample.	Object of Examination.	Result.
Czechoslovakian Canned Luncheon Meat.	Bacteriological Examination.	Both aerobic and anaerobic cultures remained sterile.
French Canned Luncheon Meat	ditto	ditto
French Canned Luncheon Pork	ditto	ditto
French Canned Sliced Ham.....	ditto	ditto
French Canned Luncheon Meat	ditto	ditto
Belgian Canned Ham	ditto	Both aerobic and anaerobic cultures remained sterile ; no discoloration of contents and no abnormal odour.
Dutch Canned Jellied Veal ...	ditto	Both aerobic and anaerobic cultures remained sterile.
German Canned Sliced Cooked Ham.	ditto	ditto
American Canned Dried Egg Powder.	ditto	Surface viable count aerobically at 37°F. = less than 100 organisms per gram ; coliform organisms not isolated ; organisms associated with food poisoning not isolated.
Canadian Canned Salmon	ditto	Both aerobic and anaerobic cultures remained sterile.
Dutch Canned Cocktail Sausages in Brine.	ditto	ditto
Dutch Canned Pork Luncheon Meat.	ditto	ditto

The following samples were forwarded to the Public Analyst, Manchester, for chemical examination :—

Nature of Sample.	Object of Examination.	Result.
French Canned Concentrated Tomato Soup.	Metallic Content.	Tin—400 parts per million; lead—3 parts per million; copper—11 parts per million; zinc—not exceeding 5 parts per million. Second sample—120 parts per million.
Dutch Gherkins	Preservative.	70 parts per million—benzoic acid.
Dutch Casked Gooseberry Pulp	Sulphur Dioxide.	1,340 parts SO ₂ per million.
Dutch Casked Cherry Pulp.....	Preservative.	1,300 parts SO ₂ per million.
Dutch Canned Smoked Salmon	Metallic Content.	2 parts lead per million.
Spanish Apricot Pulp	Preservative and Metallic Content.	SO ₂ —nil; lead—1 part per million; copper—3 parts per million; tin—150 parts per million; arsenic—not exceeding 1 part per million.
Tea (Indian)	Metallic Content.	Lead—2 parts per million; copper—30 parts per million; zinc—4 parts per million; arsenic—less than 0.5 parts per million.
Dutch Canned Gherkins	Preservative.	Benzoic acid—140 parts per million.
South African Canned Red Plums.	Prohibited Colouring Matter	Prohibited colouring matter—absent.
South African Canned Guavas	Metallic Content.	Lead—less than 2 parts per million; arsenic—less than 1 part per million; copper—less than 2 parts per million; tin—130 parts per million. Can had a sound, clean appearance, but was distinctly “feathered”
Egyptian Dehydrated Onion Flakes.	Metallic Contamination.	Two samples : (a) lead—2 parts per million; copper—9 parts per million; zinc—13 parts per million; arsenic—not exceeding 1 part per million; (b) lead—2 parts per million; copper—8 parts per million; zinc—9 parts per million; arsenic—not exceeding 1 part per million.
Egyptian Dehydrated Onion Powder.	Metallic Contamination.	Lead—3 parts per million; copper—7 parts per million; zinc—7 parts per million; arsenic—not exceeding 1 part per million.
Dutch Canned Greengages in Syrup.	Colouring.	Prohibited dyestuffs—absent; copper—4 parts per million. Specific gravity of syrup 1.145.
Canadian Canned Salmon	Tin Content.	Tin—less than 25 parts per million.

OBSERVATIONS OF THE FOOD INSPECTORS.

The amount of food imported during the year showed a considerable increase over the previous twelve months, despite a quiet period occasioned by a strike of dock workers lasting six weeks. There was a large increase in the amount of foodstuffs condemned, 727 tons, as compared with 294 tons in the previous year. This was mainly due to a substantial increase in condemnations of wheat and flour.

The importation of Argentine meats into Manchester was resumed in June. The meats varied greatly in quality. Some of the beef had obviously been stored for some time and a small portion showed evidence of perishing. A very small proportion of lamb and mutton carcasses showed evidence of caseous lymphadenitis. Some of the imported offal showed evidence of vermin (rat) damage, and in one particular consignment a 100 per cent. inspection was ordered. Australian meat consignments continued to arrive in good condition.

It is considered that the canning of Continental meats is still far from satisfactory. Cans are frequently overfilled, or there is absence of vacuum, giving the tins a "puffy" appearance. In one consignment of canned hams the cans differed from the usual type of "sanitary" can by having an exhaust pipe at the end of each can, closed by a lead seal. A consignment of 229 cases of canned hams from Germany arrived in bad condition, necessitating a 100 per cent. examination. In consequence, 331 blown, burst and "sloppy" tins (24.09 per cent.) were seized and destroyed. Two consignments of Dutch jellied veal were also found to be in poor condition and a 100 per cent. examination was ordered in each instance. As a result of the complete examinations carried out, 20.59 and 7.44 per cent. respectively were condemned as unsound.

Official certificates attached to Belgian meat products continue to give trouble by failing to comply with the prescribed type. The attention of both the Ministry of Food and the consignees has been drawn to the irregularities with a view to remedying the faults. During the year recognition was given to official certificates for the importation of meat and meat products from Austria, Cyprus, Portugal, Luxemburg and Italy. Revoked were official certificates from Bulgaria, Estonia, Latvia, Lithuania and Dantzic.

A consignment of 1,500 cartons of South African canned beans in tomato sauce and containing pork arrived without the necessary official certificate. After correspondence with the consignees the goods were admitted with a warning that future consignments must comply with the Regulations.

Considerable importations of bottled fruits, packed in cartons, resulted in many breakages. Sorting and re-conditioning of the contents of all stained cartons was carried out, 8,977 jars being rejected.

An importation of novelties from Germany was found to include sweets and chocolate which contained salt, pepper, mustard, vinegar, wood wool, cotton wool and cork. Although not imported for human consumption they were considered to be undesirable and potentially dangerous. The goods were allowed to proceed to their destination, and

all relevant information concerning them was supplied to the Medical Officer of Health concerned, who took up the matter with the importers.

Large quantities of water-damaged flour were released for various commercial purposes.

The considerable consignments of American lard and regular shipments of Dutch bacon arrived in good condition.

Early in the year the system of Government purchase of tea was discontinued and private buying through the traditional channels was resumed. Suitable re-arrangements in the procedure for disposal of unsound tea for commercial purposes were effected.

During the year your inspectors dealt with requests from the Ministry of Food to examine rejected ships' stores. In one instance it was found possible, after re-conditioning, to salvage over 90 per cent. as fit for human consumption.

Samples have been forwarded for chemical and bacteriological examinations, details of which are shown on pages 34 and 35.

Towards the end of the year a Ministry of Food report, presented to the Food Standards Committee by its Metallic Contamination Sub-Committee recommending the introduction of limits of lead in food and drink, was published. Frequent samples of various types of foods have been taken and submitted for analytical examination to determine the amounts of lead content. The different sources of contamination—food processing plants, containers, wrapping materials and agricultural sprays—are borne in mind when selecting the samples. With the exception of four items, the amounts of lead present in samples examined during 1948-1951 inclusive were within the prescribed limits recommended in the report.

Your inspectors have appreciated the continued ready co-operation afforded by Ministry Departments, H.M. Customs, the Manchester Ship Canal Company, shipping and other firms.

W. H. JENNINGS.

T. BORROWS.

REPORT ON THE ADMINISTRATION OF THE PUBLIC HEALTH ACT, 1936 (Part X)

For the Year ended 31st December, 1951.

(1) The following Inspectors are appointed by the Authority to carry out the provisions of the Canal Boat Regulations and Public Health Act, 1936 (Part X) :—

R. Egan	}	for Section A (Manchester to Latchford).
N. M. Sampson		
G. E. Stanley		for Section B (Latchford to Eastham).

No Inspector devotes his whole time to the duties of canal boat inspection. For the purposes of administration, the Port is divided into two sections, viz., from Eastham to Latchford, including Widnes and Warrington, with headquarters at Runcorn, and from Latchford to Manchester, with headquarters at Manchester. Each Inspector is directly and solely responsible to the Medical Officer of Health for the proper supervision of his work under the Canal Boat Regulations.

A motor launch is in daily use on the lower reaches of the Canal and this enables the Inspector to keep under constant supervision canal boats, in addition to Merchant Shipping, at the Latchford-Eastham section of the Port.

(2) During the year there has been a decrease of 140 inspections compared with those of the previous year. On the Runcorn section of the Canal 76 inspections were made, and on the Manchester section 144 inspections.

Number of Inspections	Average Number of Inspections per Boat	Individual Number of Boats			Number of Boats on which Contraventions were corrected
		Inspected	with Contraventions	Percentage with Contraventions	
220	1.33	165	59	35.75	15

INSPECTION OF CANAL BOATS.

Year.		Number of Inspections.		Number of Complaint Notes served.		Percentage Defective.
1951	...	220	...	55	...	25.00
1950	...	360	...	81	...	22.50

(3) The following is a summary of the defective conditions and contraventions of the Canal Boat Regulations found during the year :

Certificates.

Registration certificate not produced	...	...	...	6
Registration certificate dilapidated	...	...	...	4
Registration certificate did not identify owner	...	...	...	3
Registration certificate required amending	...	...	...	1

Markings.

No marks	...	...	...	...	...	...	...	1
Marking indistinct or incorrect	...	...	...	...	...	...	...	3

Cleanliness and Repairs.

Cleansing and painting of cabins, lockers, berths, etc. required	...	...	...	...	...	...	...	15
Leaking deckheads and overhead decks	...	...	...	...	...	...	...	13
Cabins, etc., dilapidated and repairs required	...	...	...	...	...	...	...	10
Defective stoves, stove pipes, etc.	...	...	...	...	...	...	...	17
Defective fittings in cabin	...	...	...	...	...	...	...	2
Infested with bugs	...	...	...	...	...	...	...	2
Infested with mice	...	...	...	...	...	...	...	2
Skylights, decklights broken	...	...	...	...	...	...	...	5

Ventilation and Lighting.

Ventilation inefficient or ventilators defective...	3
---	-----	-----	-----	---

Provision of Water Vessel.

No water vessel, vessel not of sufficient capacity, defective or required cleaning	4
---	-----	-----	-----	-----	---

Total	91
-------	-----	-----	-----	-----	-----	-----	----

(4) To secure compliance with the Act, complaint notes have been promptly served upon the owners. No legal proceedings have been necessary to obtain the remedy of defects.

(5) No cases of infectious sickness were reported.

(6) No boats have been detained for cleansing or disinfection.

(7) The Authority is not a Registration Authority.

